

TELETYPE FAX 14  
 COUNTRY Czechoslovakia  
 TOPIC Zatec-Postoloprty Airfield  
 EVALUATION 25X1 PLACE OBTAINED 25X1  
 DATE OF CONTENT October 1950 to 15 November 1951  
 DATE OBTAINED 9 April 1952  
 REFERENCES 25X1  
 PAGES 2 ENCLOSURES (NO. & TYPE) 1 - one sketch on ditto  
 REMARKS

SOURCE

1. In October 1950, about 250 workers of the Konstruktiva branch of the CSSZ were employed at the Zatec-Postoloprty (N 51/F 21) airfield. The chief construction supervisor was Cech (fnu). The 1st Co of the 6361st Technical Auxiliary Bn (PTP) in Hvezdov (O 51/F 95) and 400 volunteers from various military units also did construction work at the field.
2. The two runways available at the field were built by the personnel of the PTP battalion. One of these runways, the shorter of the two, which was about 800 x 200 meters, was in the middle of the field. During construction, the earth was excavated to the depth of 60 cm by means of seven bulldozers. The subgrade was formed by a 20-cm layer of broken stones, followed by a 10-cm layer of broken stones of a finer grade mixed with sand. The second layer was topped by a 30-cm concrete surface provided with expansion joints spaced at about four meter intervals and filled with asphalt. The second runway, which ran parallel to the first and about 600 meters to the south, was about 1,200 x 300 meters and was constructed in the same way as the other runway. In October 1950, only its eastern third was completed. The runways were well drained by four drainage canals leading from the runways to the northeast where they terminated in a main drainage canal consisting of reinforced concrete pipes 220 cm in diameter. The main drainage canal crossed the Postoloprty-Vysocany (N 51/F 11) road and joined the Chomutovka brook near Tatina (N 51/F 11). In October 1951, work on the construction of a lane connecting the two runways was begun.
3. Installations available at the field included a single-story building 80 x 30 meters northwest of the field which housed the offices of the Konstruktiva building enterprise; a single-story brick building about 100 x 50 meters housing the PX shop for civilian and military personnel at the field; 10 low wooden buildings serving as quarters for the airfield construction workers; a single-story building occupied since September 1951 by 200 air force soldiers, who wore blue uniforms with blue epaulets; 12 houses under construction in the northern portion of the field; 1 large hangar built of corrugated sheet metal; 4 guarded underground installations; the main guardhouse, a single-story wooden

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building with an observation tower about 15 meters high on which four spotlights were placed; and quarters for the guards. A spur track ran from Postoloprty to the northern edge of the field. \*

4. Source never saw aircraft at the field. Occasionally, sedans occupied by Czech and Soviet officers, who apparently inspected the progress of the construction work, arrived at the installation. The field was strictly guarded and access was only permitted to persons carrying a pass of the Konstruktiva building enterprise. \*\*

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- \* Comment. For layout sketch of the field, see Annex. The four underground installations are believed to be storage facilities for ammunition or fuel.

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- \*\* Comment. The present report in conjunction with previous information furnishes a good picture of the status of the field. However, it is believed that the length of the two runways at the field was underestimated, while their width was exaggerated. The northern runway was mentioned already in a report dating from September 1948 and it is believed to have been in existence at the end of the war, but the other runway was not built before 1950 or 1951. The latter runway probably meets modern requirements. It is assumed that the northern runway is chiefly used for the parking and servicing of aircraft, as the soil of the field appears to be rather soft. The arrival, in September 1951, of air force soldiers indicates that the installation may be ready for occupation in 1952.

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Legend:

1. Short runway.
2. Long runway.
3. Concrete road.
4. Concrete road under construction.
5. Hangar.
6. Drainage canal.
7. Office of the Konstruktiva building enterprise.
8. Mess hall for military and civilian workers.
9. About 5 low wooden buildings, quarters for construction workers.
10. About 5 low wooden buildings, quartering facilities for a military labor detail.
11. Quarters for air force personnel.
12. Underground fuel tanks, filling station for vehicles.
13. Houses under construction.
14. Underground installations with iron doors.
15. Houses under construction.
16. Quarters for guard personnel.
17. Main guardhouse with observation tower.
18. Spur track to the Postoleprty railroad station.
19. Temporary spur track.

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NOTICE TO ATTORNEYS

for legend: see next page.

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not to scale